



the I-70 relocation project:

a study in how transportation projects help the local economy

Anyone who drives along I-70 between I-465 and S.R. 267 on the west side of Indianapolis can see there has been a lot going on near the Indianapolis International Airport. For several miles, crews are excavating, pouring concrete, working on bridges and working on environmental relocations. What may not be obvious, however, is that this \$143 million, seven-phase project is a partnership between INDOT, the City of Indianapolis and many other municipalities that will help central Indiana's economy in the next several years.

Years of research, environmental study, meetings with local officials and planning went into this project. It is one of the largest construction projects in the state, and its economic impact will not be determined for several years to come.

There are three main components to this project: the relocation of a portion of I-70, the construction of an interchange for the new midfield terminal and the construction of an interchange at the newly-aligned Six Points Road. In addition to this work, there was significant environmental work done to protect the Indiana Bat. Those measures are detailed in the Environmental Stewardship section of this report.

Interstate Relocation

Former INDOT Commissioner Cristine Klika agreed to depress and relocate approximately one mile of I-70 at the request of the City of Indianapolis in June 1999. The total amount of earth moved as a result of this project is 2.8 million cubic yards.

This project is on a "fast track," meaning that all work is being done on an accelerated schedule, with several contracts operating at the same time.

The first grading work began with a groundbreaking with former Governor Frank O'Bannon in October 2002. All work on this project will be complete by November 2004.

Six Points Road Interchange

INDOT has been evaluating the need for the Six Points Road interchange since 1968. The new Six Points Road interchange, located just west of the Marion/Hendricks County line, will provide much-needed access to I-70 for local residents and commercial vehicles traveling between S.R. 67 and U.S. 40. Once Six Points Road is complete, it will become part of the highly-publicized "North/South Corridor" in Hendricks County. Work on Six Points Road between S.R. 67 and U.S. 40 is a collaborative effort between the City of Indianapolis and Hendricks County.

Indianapolis International Airport's New Midfield Terminal

The current Indianapolis International Airport was dedicated in 1931. The Indianapolis Airport Authority began evaluating the need for a new terminal in 1975, and immediately began acquiring property around I-70 and the airport grounds. The site for the "Greenfield" is nearly a mile wide and more than two miles in length. The new terminal will include three levels and as many as 40 gates. The estimated cost for the new Indianapolis International Airport is \$939 million, and it should be complete by July 2007.

To move traffic in and out of the new midfield terminal area, ramps will be constructed just east of the Six Points Road interchange.





developing the economy

In October 2003, Governor Kernan announced the creation of the \$2 million I-69 Community Planning Program. Through INDOT, grants of up to \$50,000 will be available for each of the approximately 30 cities, towns and counties along the 140-mile selected I-69 corridor.

A number of communities along the corridor have expressed interest in developing new comprehensive land plans, in light of the I-69 extension, or want to update existing plans that are older than the interstate system itself. The eligible communities will be able to use these grants to prepare for this future transportation corridor.

The I-69 Community Planning Program will be a two-phase effort. Phase I will be an estimated \$500,000 regional planning assessment for the entire I-69 corridor area. Working with and through community planners and leaders, phase I will include training workshops, planning assessments and regional planning.

Roughly 80 percent of the \$2 million in funding for this program will come from the federal government through the High Priority Projects Program. The remaining 20 percent will be a state match from INDOT. If every step proceeds as expected, the highway will be completed in eight to 14 years, largely with federal funds.

"By taking advantage of these grants, communities can better map out their development and increase the potential for economic expansion in Southwest Indiana."

—J. Bryan Nicol,
Commissioner

trucking's economic impact

In addition to creating jobs throughout the industry sectors, investment in transportation also provides economic development through the efficient movement of commodities. The movement of goods is dependent on efficient and reliable highway, rail, air and water systems.

However, about 72 percent of nationwide commerce is transported solely by truck. In Indiana, truck vehicle miles traveled is at an all-time high.

Trucking is an integral part of Indiana's economy. Businesses rely on Indiana's interstates, state roads and U.S. routes every day to ship their goods throughout Indiana

and the country. Recently, annual trucking miles logged total almost 10 trillion, and continue to grow each year.

investing in infrastructure

Investing in transportation leads to economic development along with measurable impacts that benefit the public in general. For every \$1 billion invested in highways, there are 47,500 jobs generated—26,500 in construction alone.

Based on the increases that Indiana has seen since the beginning of TEA-21, the state has seen 61,275 jobs provided. Investments in transit and air infrastructure yield proportionate results.

In addition to the construction industry, direct benefits associated with infrastructure improvements are enjoyed by other segments of the economy. Based on calculations by the American Road and Transportation Builders Association (ARTBA) in 1999, investment in Indiana's highways since the beginning of TEA-21 have provided more than:

- \$70 million in aggregate sales
- \$129 million in asphalt and cement sales
- \$57-75 million in engineering services
- \$172 million in transportation, communications and utilities
- \$100 million in wholesale and retail trade
- \$86 million in finance, insurance and real estate
- Investment in transportation also has a competitive return value. For every \$1.00 invested in INDOT's long range planning expansion projects, the state receives an economic return of \$4.60.